

1. (Currently amended) A rail manufacturing method, comprising:

- a) hot-rolling a billet into a form of a rail having a high temperature; and
- b) after step (a), cooling the high-temperature rail ~~is-cooled~~ to ambient temperature, wherein the rail is maintained in an upright position until when a surface temperature at of a surface of a head of a the rail reaches is in a temperature range of substantially 400 °C to 250 °C, and ~~where~~ in which the rail is cooled naturally on a cooling bed without a use of ~~at least one~~ both of an insulation and an accelerated cooling procedure, and the curvature of the rail in a vertical direction can be controlled through a weight of the rail.

2 – 6. (Cancelled)

7. (Currently amended) The ~~[[A]]~~ rail manufacturing method according to claim 1, comprising:

- ~~a) hot-rolling a billet into a form of a rail having a high temperature; and~~
- ~~b) after step (a), cooling the high-temperature rail is cooled to ambient temperature,~~ wherein the rail is maintained in an upright position until when a surface temperature at of a surface of a foot head of a the rail reaches is in a temperature range of substantially 800 °C to 400 °C while the foot of the rail is mechanically restrained on the cooling bed by a clamp apparatus.

8. (Currently amended) The rail manufacturing method according to claim [[7]] 1, wherein step (b) comprises, while mechanically restraining the foot of the rail and while at the same time maintaining the rail in the upright position, performing accelerated cooling ~~at~~ of a head and ~~a~~ the foot of the rail at a speed of substantially 1 °C per second to 20 °C per second, wherein the accelerated cooling is performed ~~until~~ when one of (i) a surface temperature of at least the head ~~reaches~~ is in a temperature range of substantially 550 °C to 450 °C, and (ii) the surface temperature of the foot of the rail ~~reaches~~ is in a temperature range of substantially 500 °C to 450 °C.

9. (Original) The rail manufacturing method according to claim 8, wherein one of the surface temperature of the head of the rail which begins the accelerated cooling and the surface temperature of the foot part of the rail which begins the accelerated cooling is the temperature at which a structure of the rail is austenitic.

10. (Currently amended) The rail manufacturing method according to claim [[7]] 1, wherein, after step (a), the rail is maintained in the upright position until an ambient temperature is reached.

11. (Original) The rail manufacturing method according to claim 10, wherein a cross-sectional shape of the rail is measured online during a conveyance of the rail that has been placed into the upright position after step (a).

12. (Original) The rail manufacturing method according to claim 11, wherein the length of the rail is between substantially 80 meters and 250 meters.